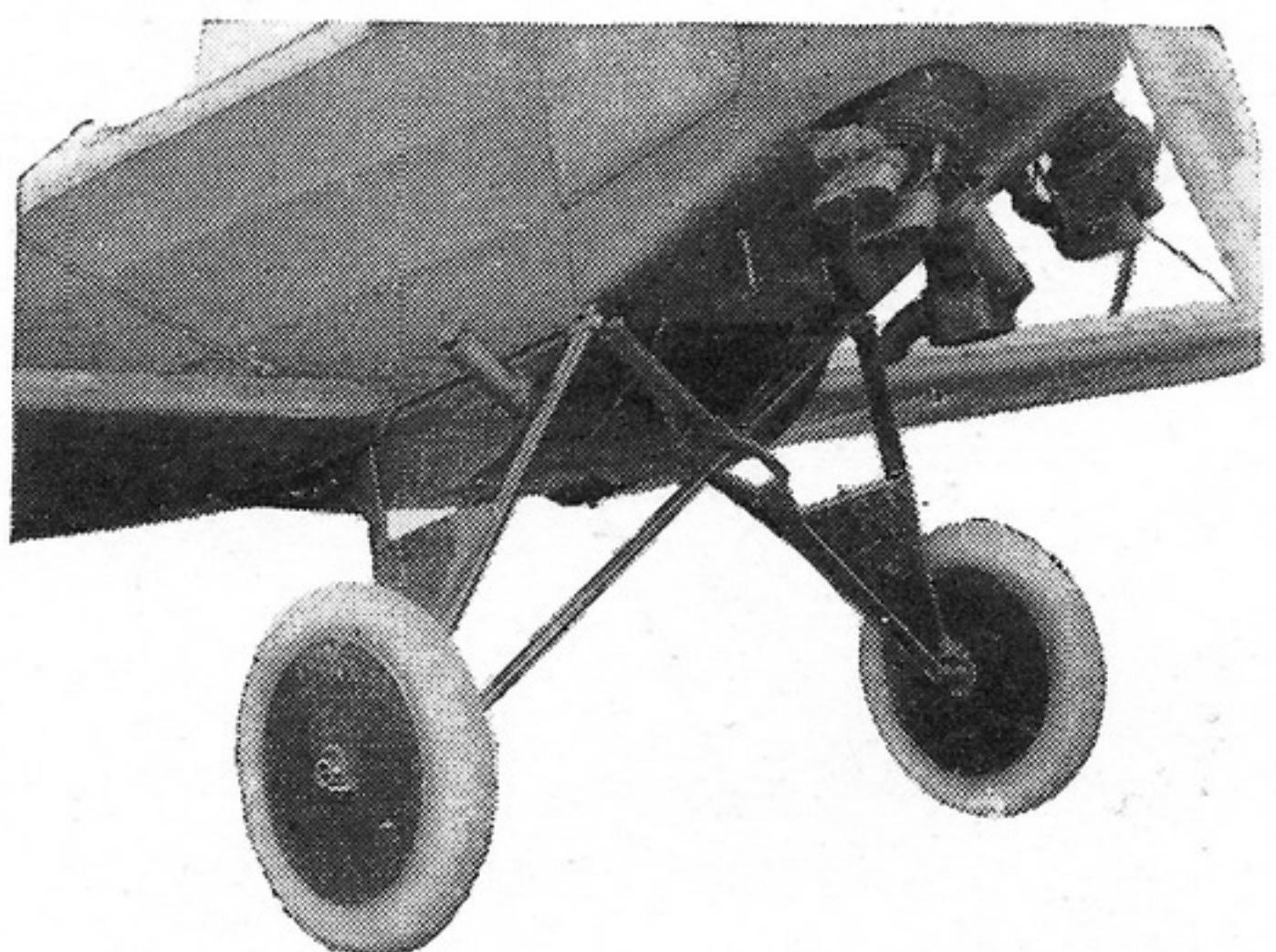


14 REASONS WHY

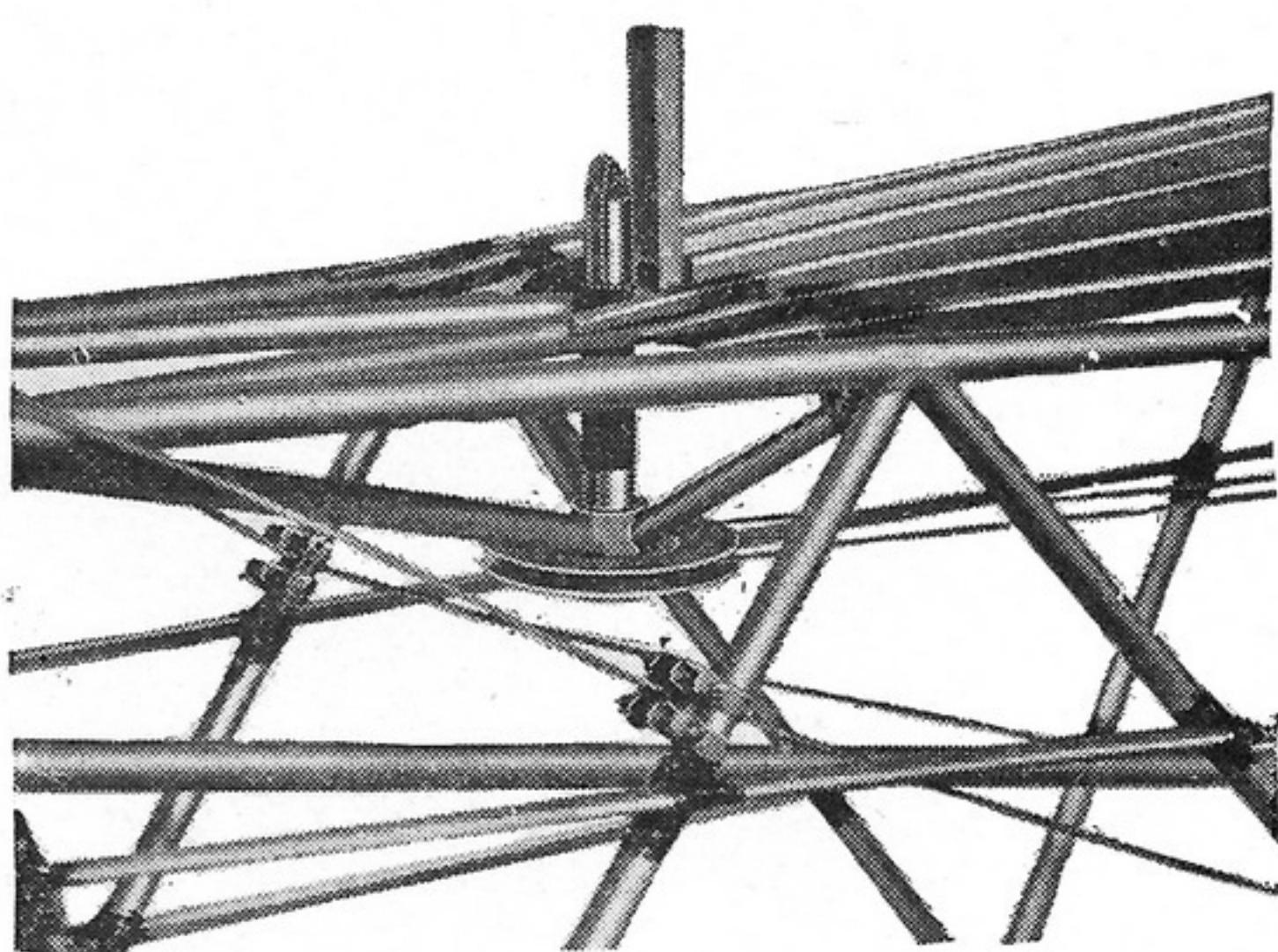


**"THE FLEET" IS
THE PLANE
TO BUY.**

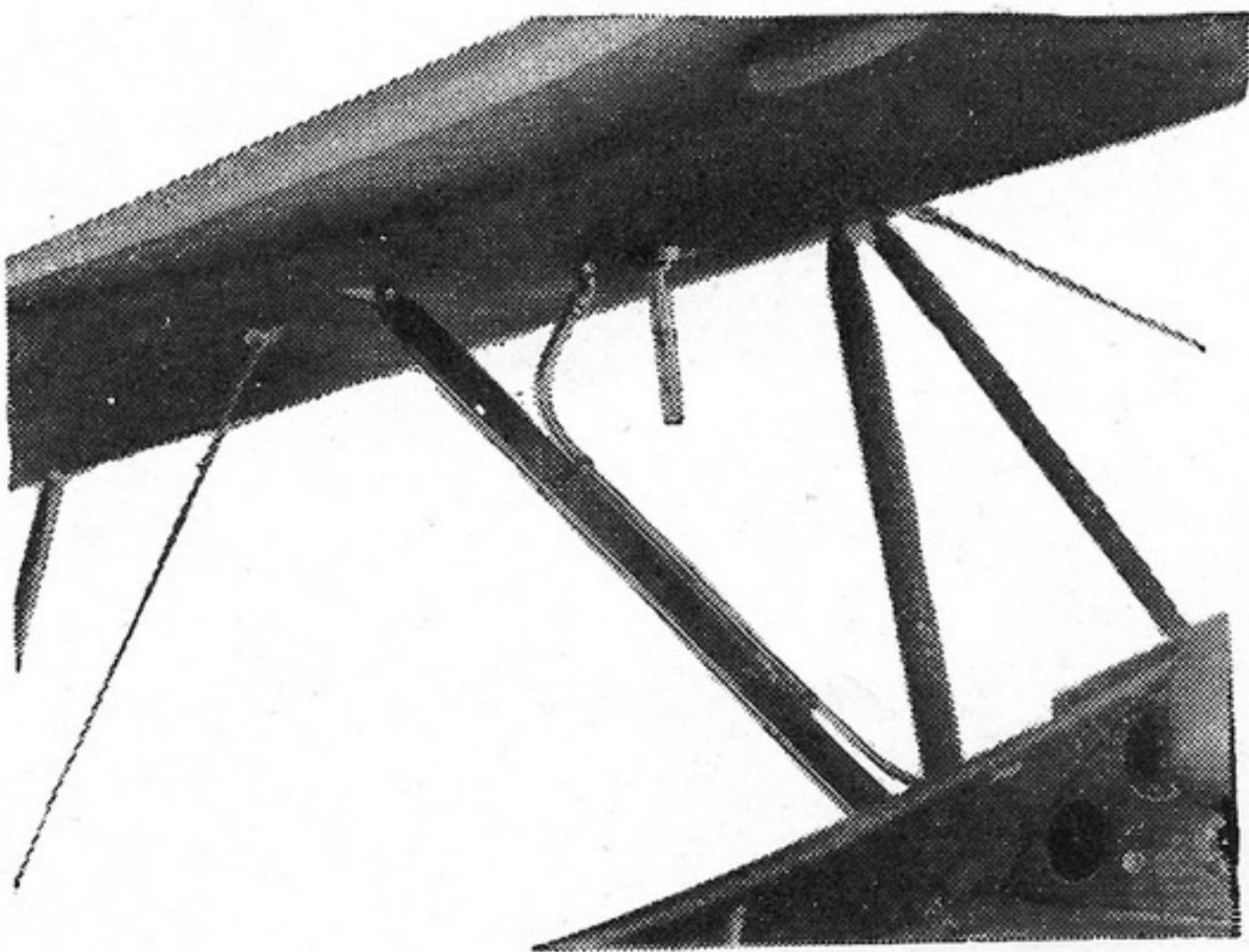
FLEET AIRCRAFT INCORPORATED
2050 ELMWOOD AVENUE . . . BUFFALO, N. Y.



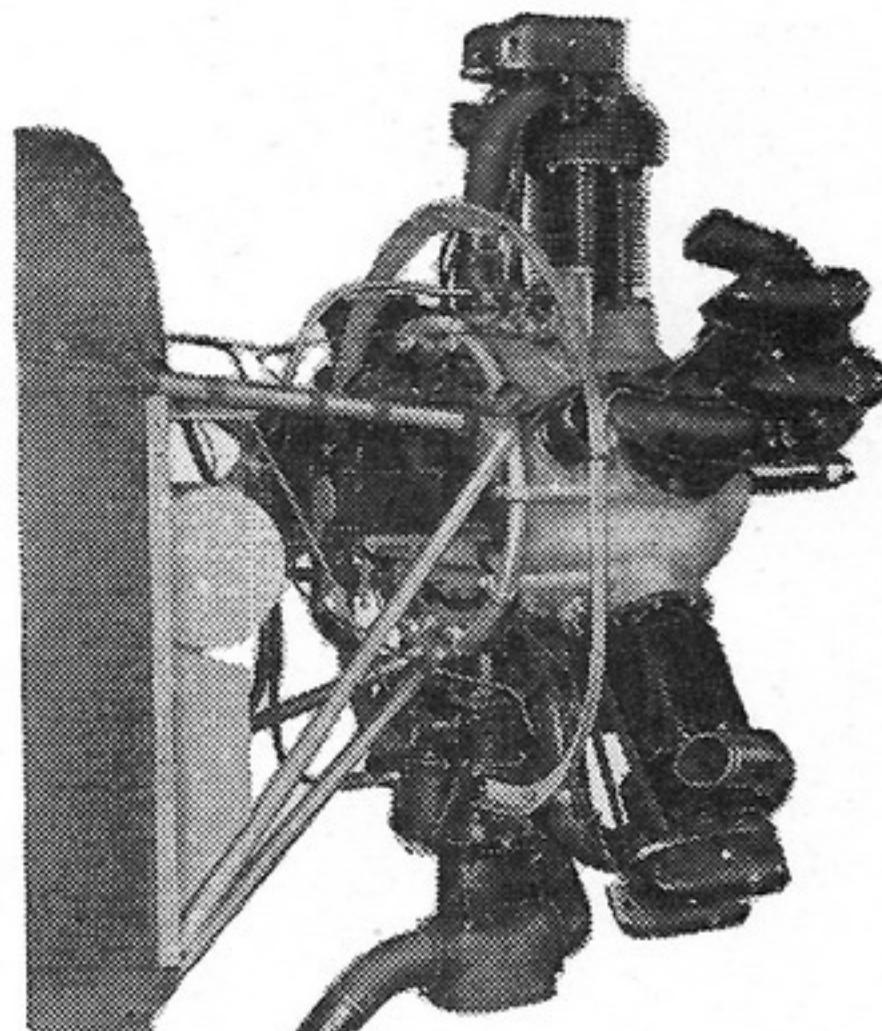
1 Installation of extra fuel tank for cross country flying . . . affords total fuel capacity of 50 gallons which provides 7.5 hours endurance at cruising speed.



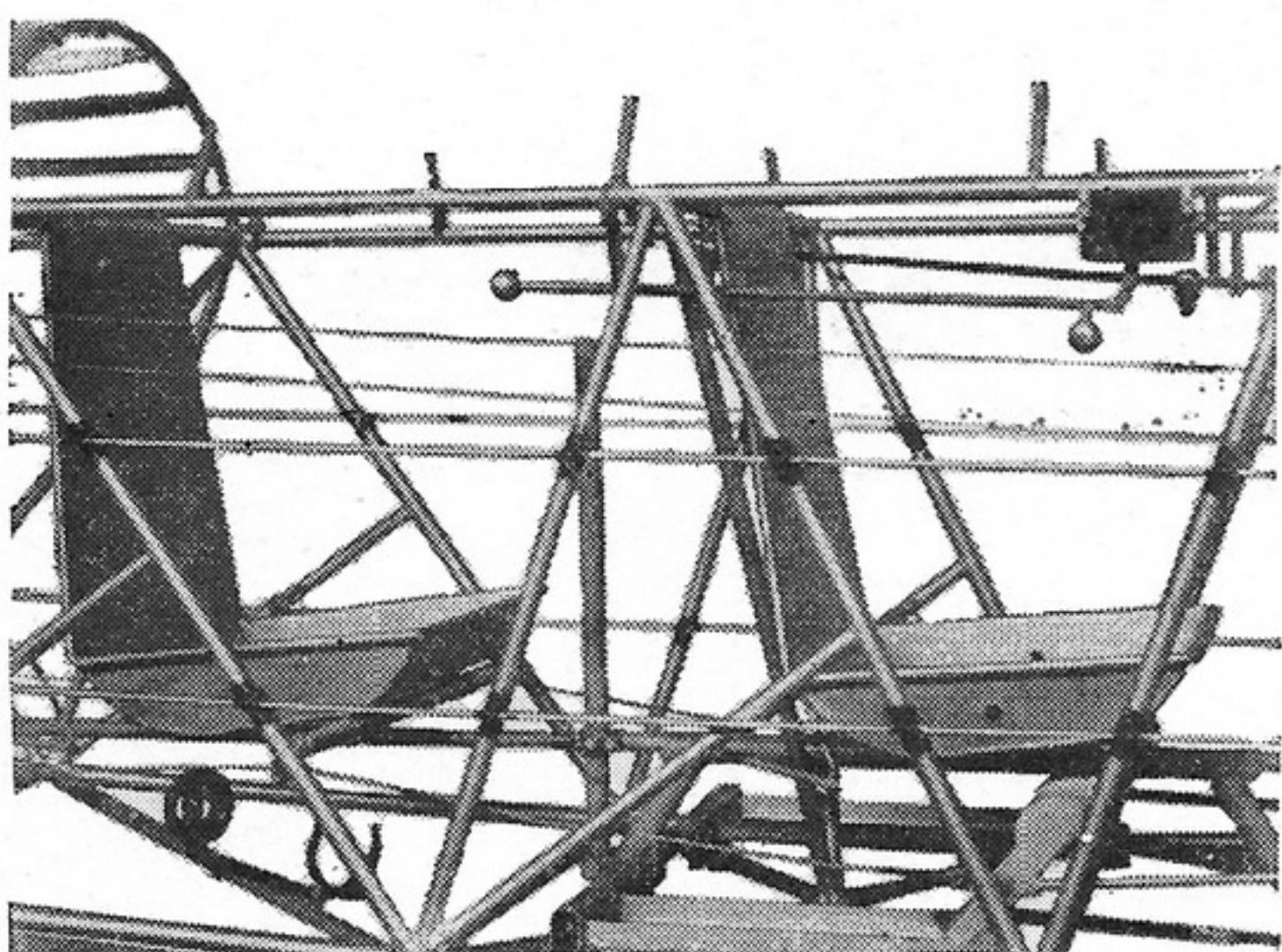
2 Stabilizer is adjustable from either cockpit while in flight. Fin is adjustable on ground.



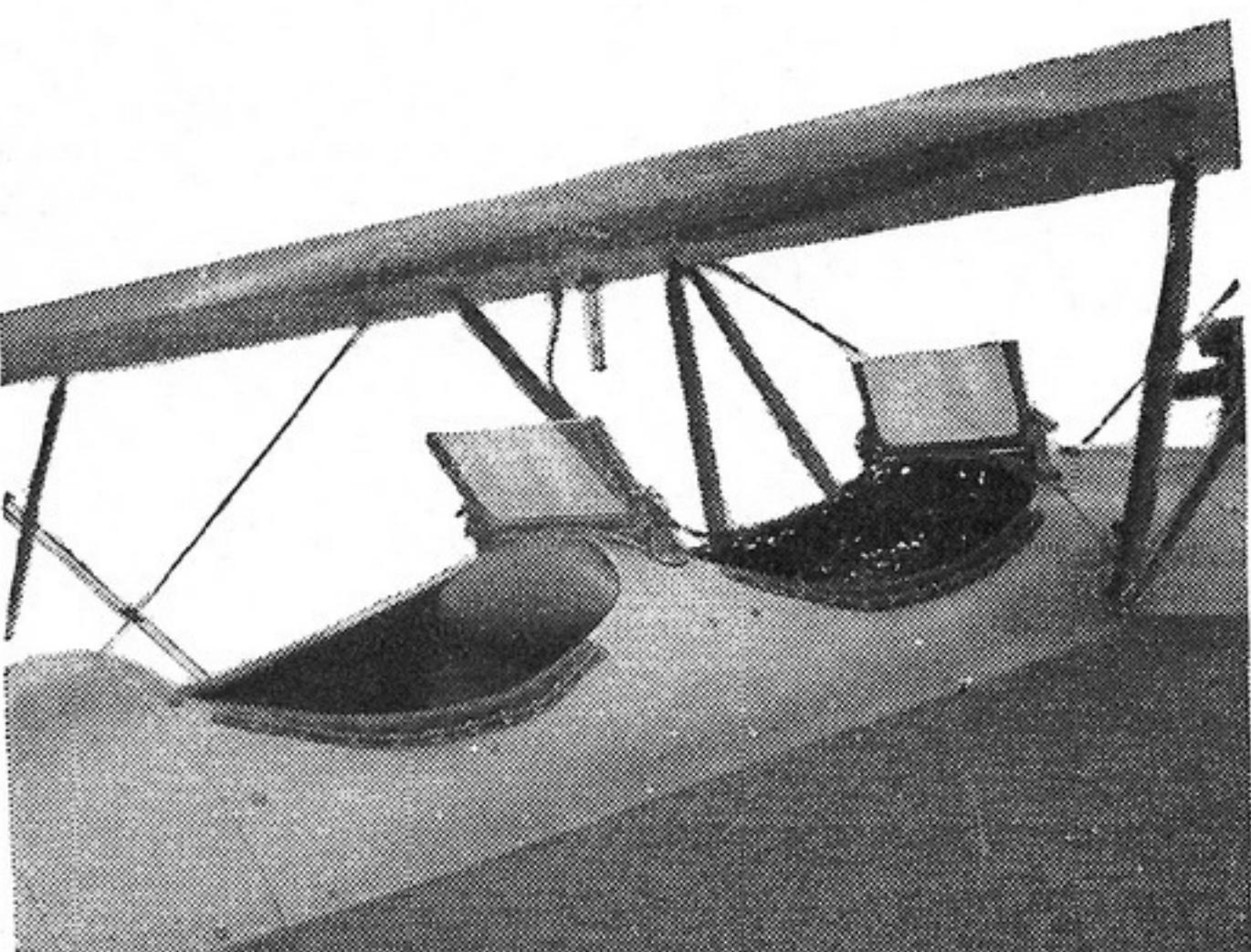
3 The fuel tank is in upper wing . . . positive gravity feed . . . patented fuel gauge accurately records level of fuel. Tank can be drained in any flight position.



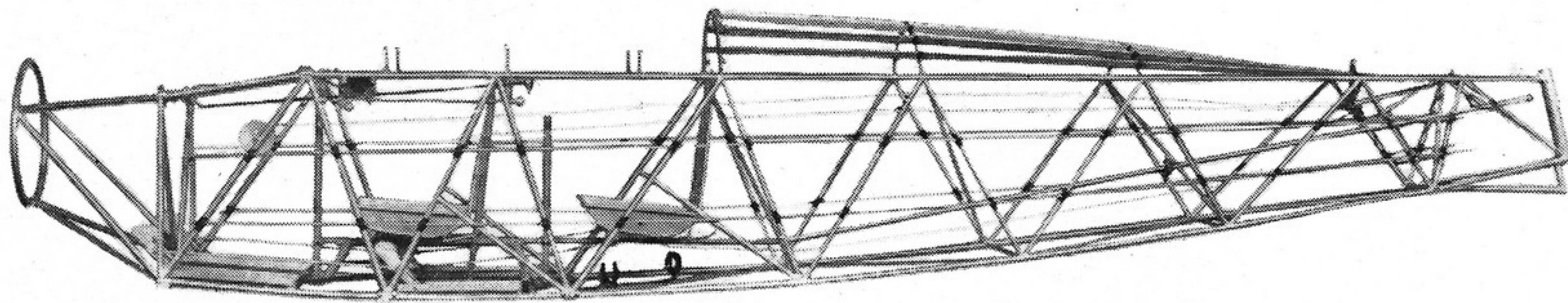
4 The engine is bolted to a patented three-point engine mount which absolutely prevents crankcase distortion.



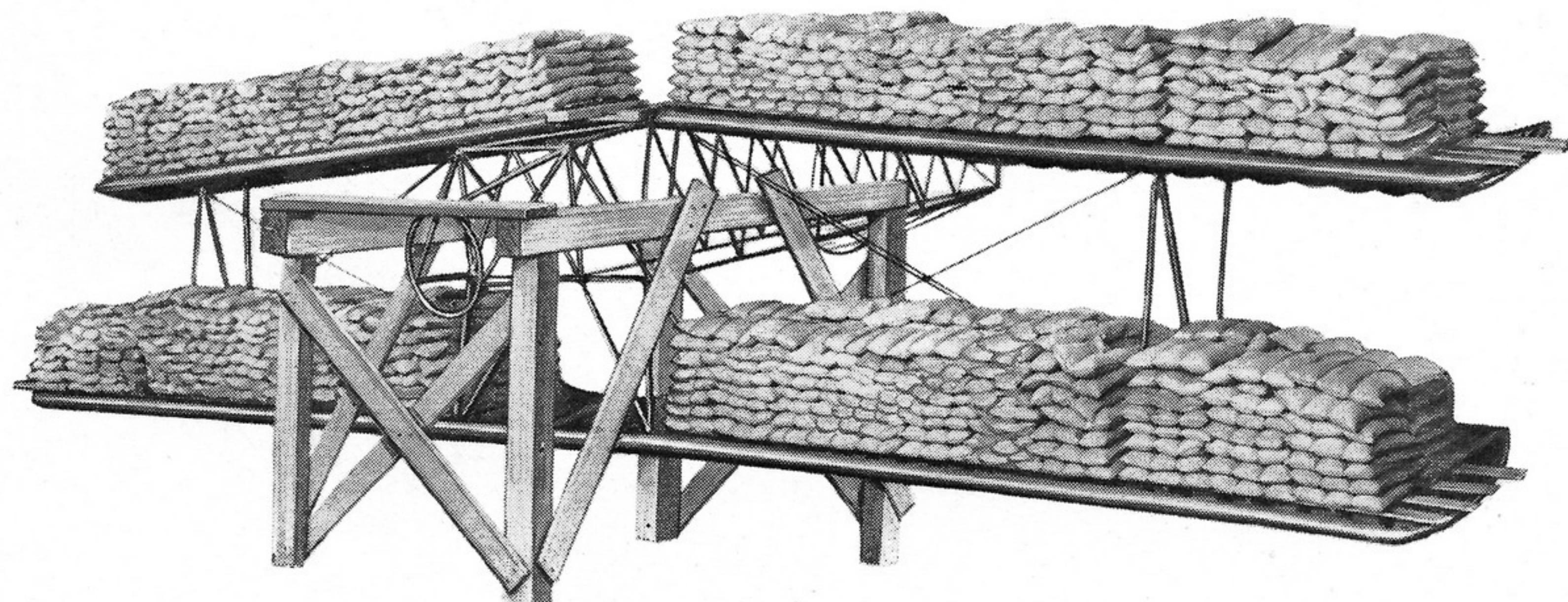
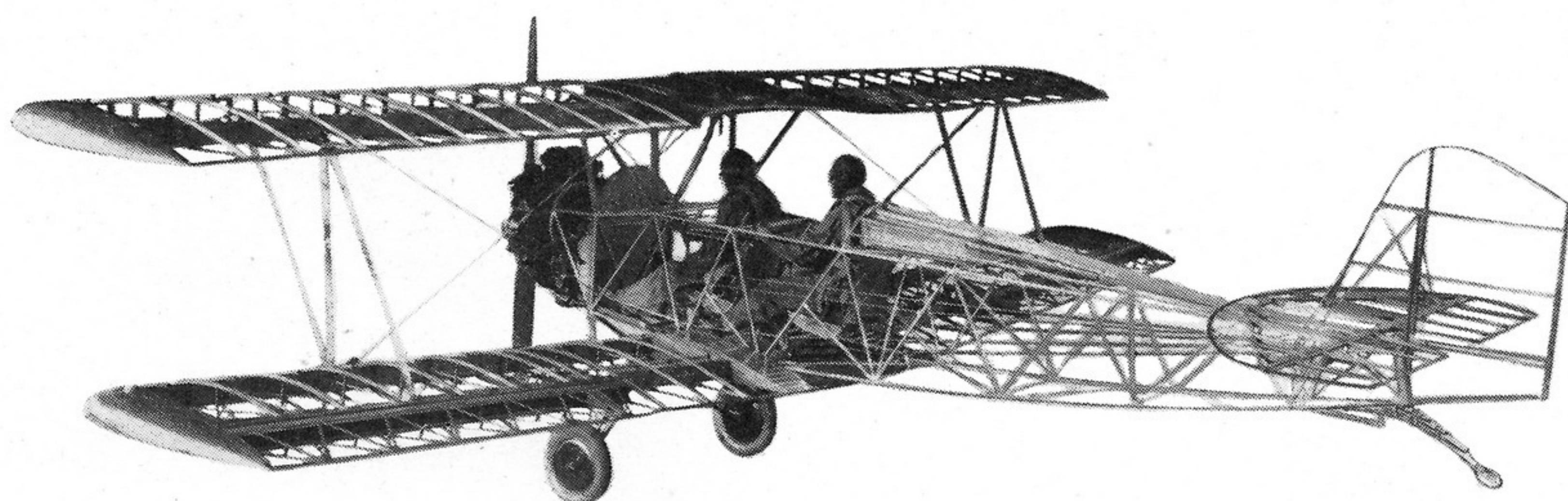
5 Bucket-type parachute seats are standard equipment. Rudder pedals are used in place of usual foot-bar. Elevator is operated by push-pull tube.



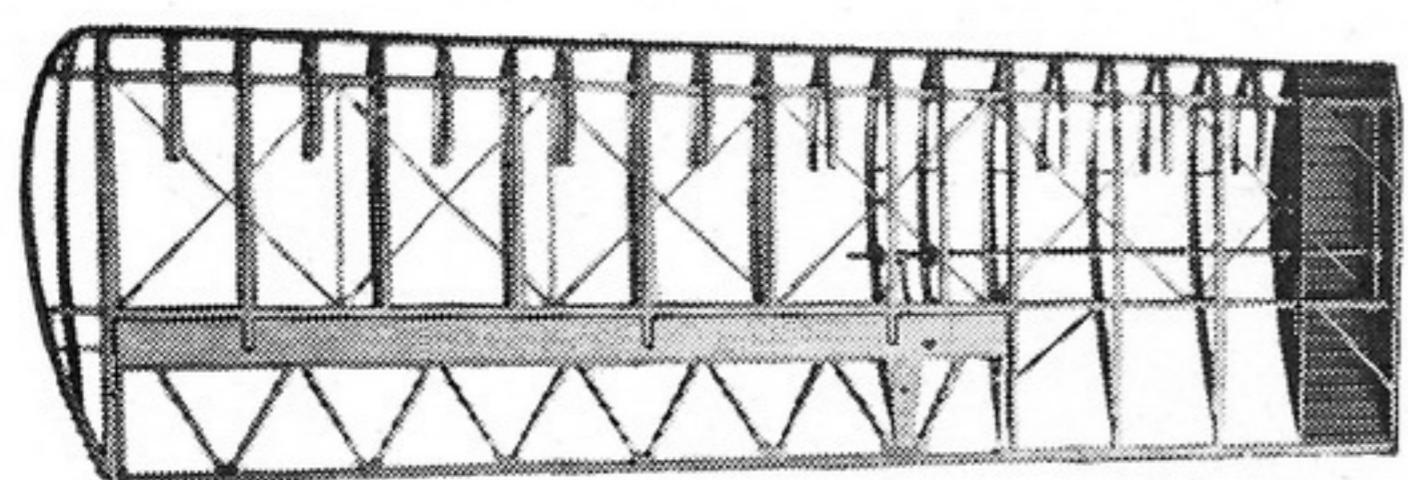
6 Each cockpit is provided with a safety-pad on instrument board to minimize danger of injury in accidents. Unobstructed vision and easy parachute exit are provided.



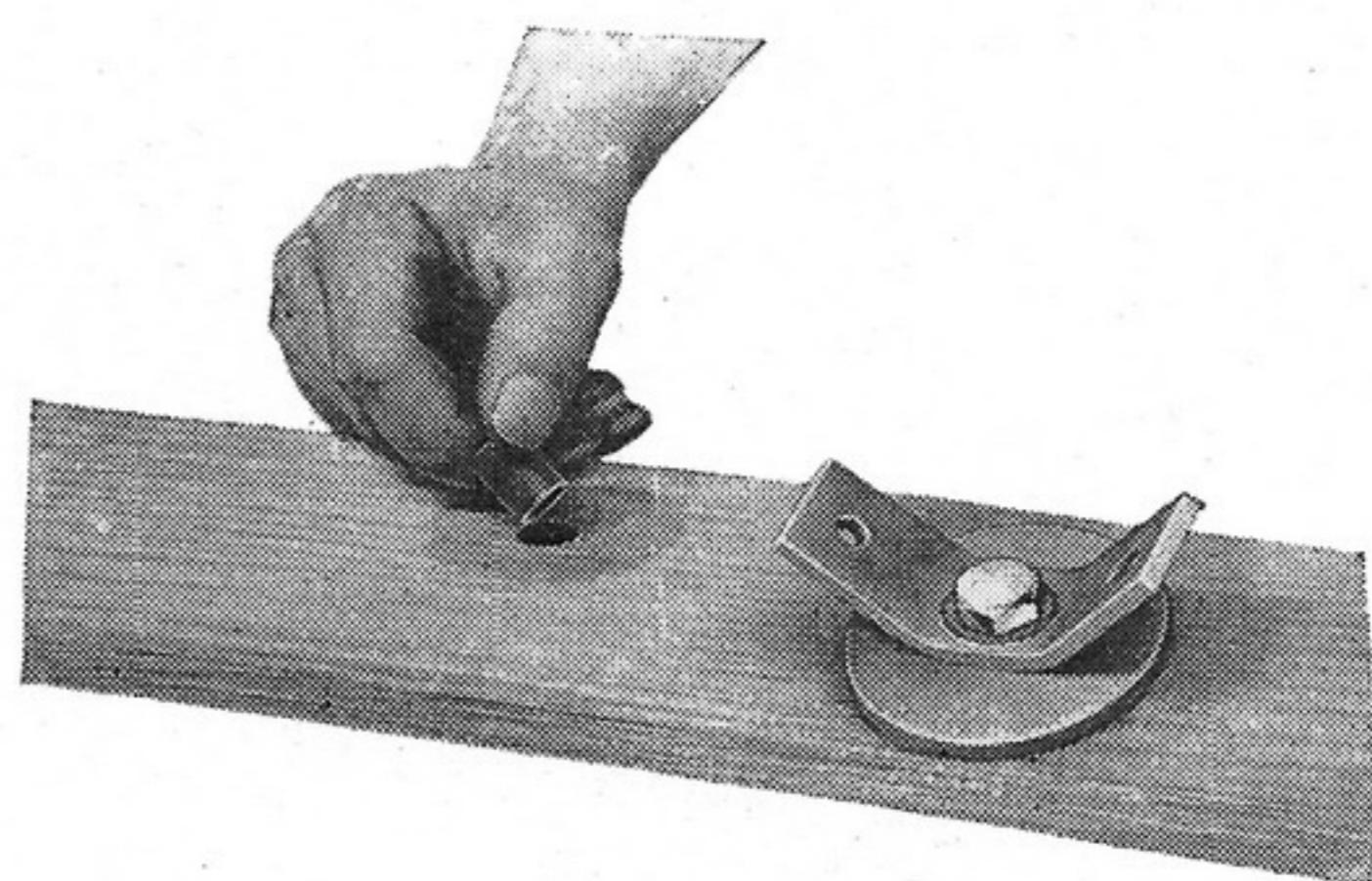
7 Welded fuselage construction . . . no tie rods . . . alloy steel tubes oiled internally and hermetically sealed to prevent internal corrosion. For safety, Department of Commerce strength factor requirements are exceeded in all instances . . . in many cases more than 300 per cent.



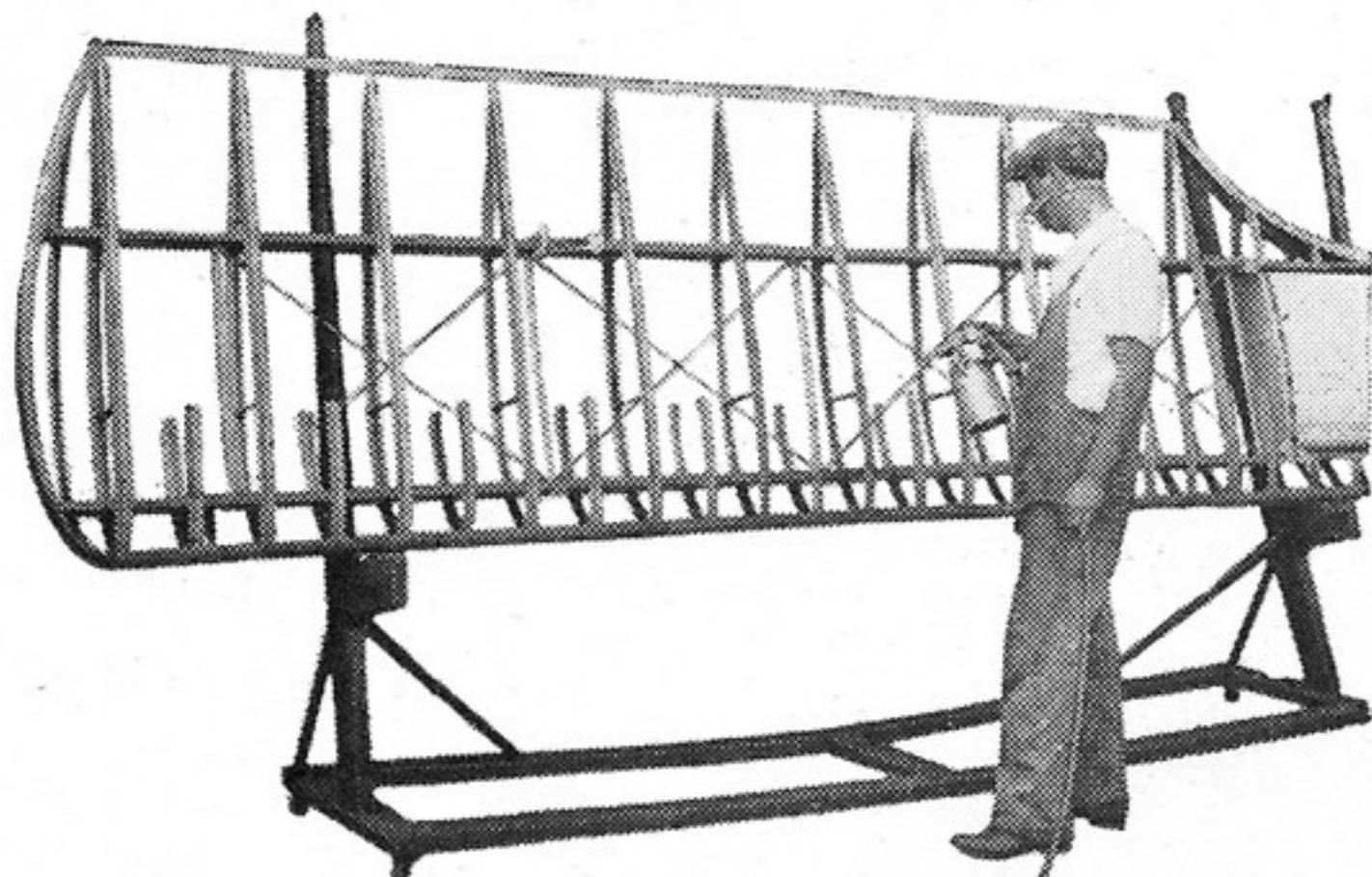
8 Wing cellule in static test carried actual load of almost 7 tons—nearly 50 per cent greater than Department of Commerce requirements.



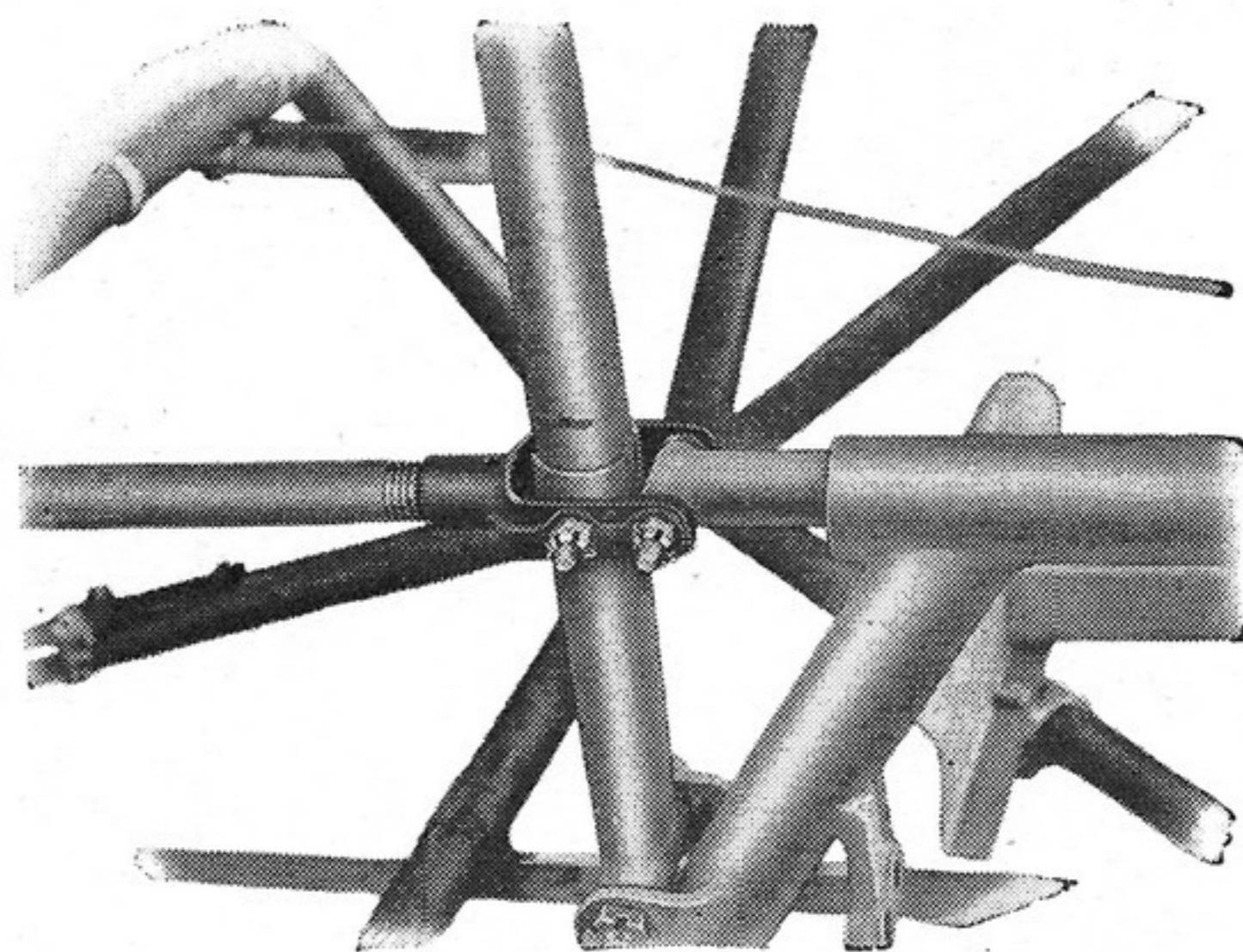
9 Wings are of all-metal construction with exception of spars and ailerons. Ailerons are operated by push-pull tubes.



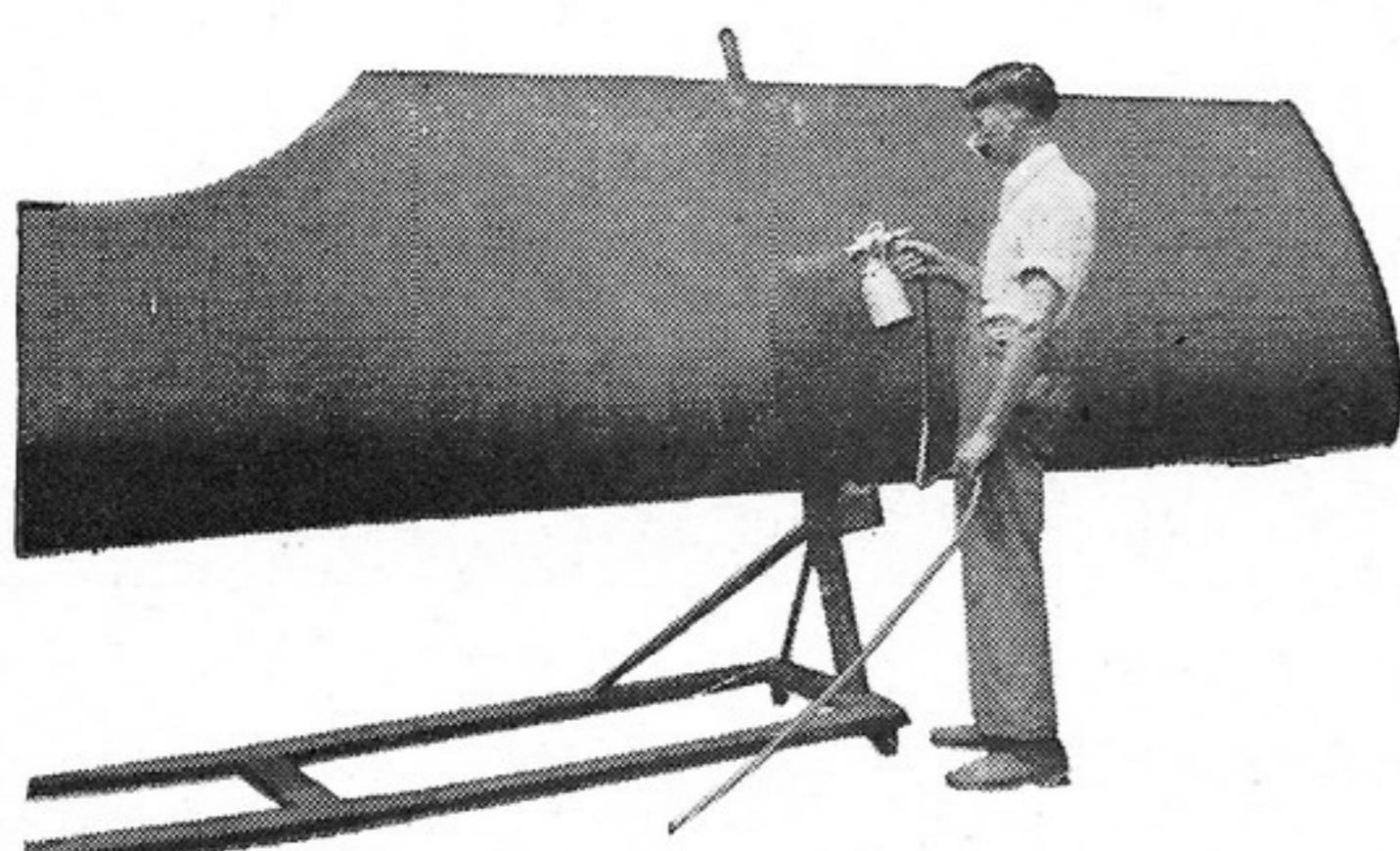
10 To increase bearing area in the wood and to prevent play developing in service . . . every bolt piercing the wing spars is surrounded by a large diameter bakelite bushing. This is one of the many refinements which give "The Fleet" long life.



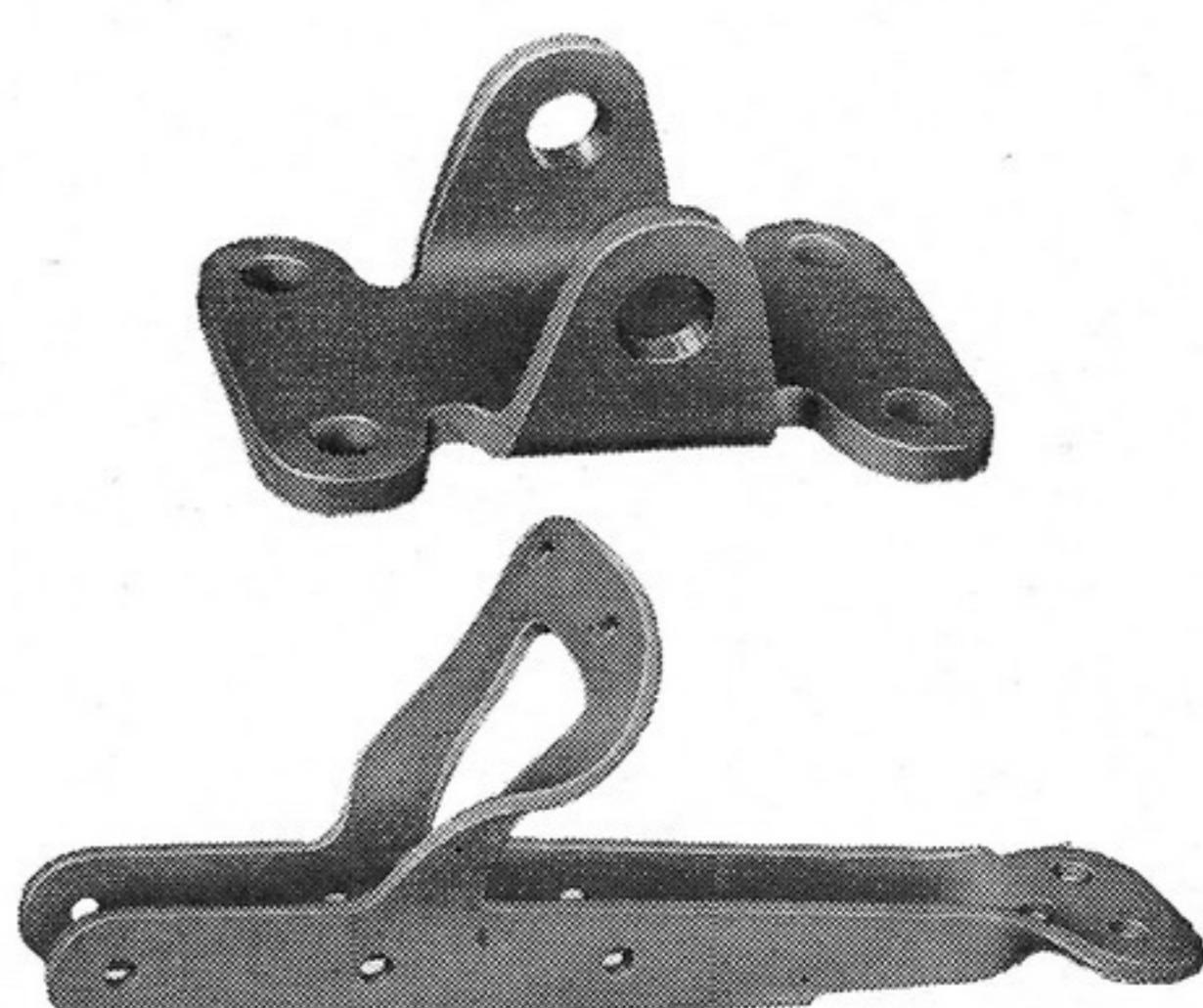
11 All wood parts are protected by three coats of first grade spar varnish . . . one more coat than required by the Army and Navy. This thorough protection not only prolongs the life of the plane, but makes it serviceable in all climates.



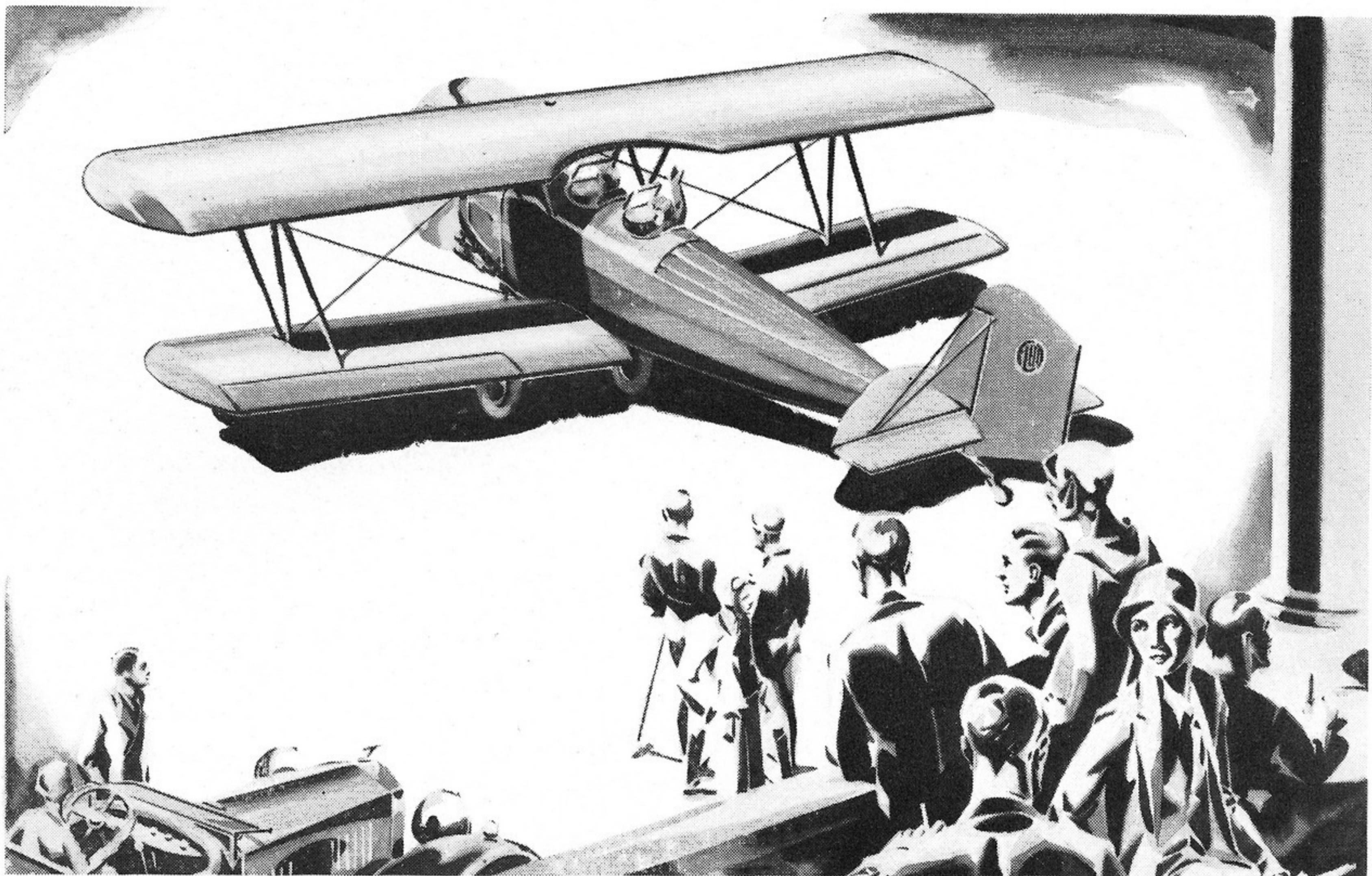
12 Wherever there is appreciable motion between bearing parts, bronze bearings are employed . . . adding considerably to both the life and workability of the parts.



13 To provide a more substantial and beautiful finish . . . six coats of dope are used on all fabric parts. Ordinarily four coats of dope are considered sufficient.



14 Wing fittings and other metal parts are cadmium plated . . . a more costly process than zinc plating, but three times as effective against corrosion. Every part is painted after plating.



FROM the propeller hub-nut to the trailing edge of the rudder, quality is the dominant keynote of "The 1930 Model Fleet". Built to fulfill every pertinent requirement of sport and flying instruction . . . to fly with strength factors well in excess of Army, Navy and Department of Commerce requirements — "The Fleet" possesses innumerable features which are not found in the usual commercial training plane . . . reasons why — as illustrated in this folder — "The Fleet" can truly be described as the plane which is built to a standard. With the Kinner K-5 (100 H.P.) Engine as standard equipment — the list price of "The Fleet" is ~~\$4,985~~ ^{\$3,985}, flyaway, Buffalo, N. Y. Twin pontoons can be furnished at slight additional cost.

Department of Commerce Approved
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